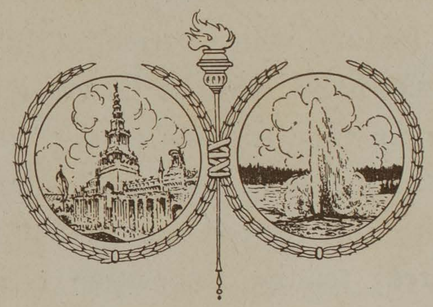
CALIFORNIA AND THE EXPOSITIONS

UNION PACIFIC SYSTEM

CALIFORNIA *and the* EXPOSITIONS

YELLOWSTONE NATIONAL PARK



HOW TO GO
AND
WHAT TO SEE

ENROUTE

UNION PACIFIC SYSTEM

Concerning the Pages Following

IT is not the purpose of this booklet to give detailed information about the Expositions for this feature will be treated in special publications issued by the Exposition Companies from time to time giving up-to-the-minute information. This publication deals rather with the various routes that may be taken direct to the Exposition cities and outlines tours that cover diverse routes so that the traveler may plan his itinerary to include a trip through the entire West seeing the most possible with minimum expenditure of both time and money.

Panama-Pacific International Exposition

1915—San Francisco—1915
February 20 to December 4

The Panama Canal is the world's greatest commercial achievement. There is nothing to compare with it and a grand International Exposition to celebrate the realization of this dream of four centuries is eminently appropriate.

In no sense is this Exposition simply a local or California undertaking. Every state and all the people are alike interested and it is a simple duty that all feel a responsibility and pride in its success. Those who fail to visit California this year miss an opportunity the like of which probably will not recur in a lifetime. It is different from any prior world fair. It surpasses all others as industrial progress of the last decade during which the Panama Canal was practically built, surpasses that of the previous half century. The world's economic and artistic accomplishments in the ten years from 1904 to 1915 are assembled in the eleven Exhibit Palaces. Only the best in each art and craft is shown, so that in the vast array of this unprecedented display the visitor is not confused by articles of secondary worth. It glorifies heroes now living. It places a milestone in world progress toward the unknown future.

The cost of the canal is approximately $400,000,000 — fully $50,000,000 is expended in the Panama-Pacific International Exposition. The task of making this a pageant that will stand out supreme and unequaled amongst world fairs is rendered the easier from the facts that never before has a universal exposition been held in a seaport; never before on the shores of the Pacific; never before in a climate of almost perennial summer; never before in celebration of an event that commanded not only the admiration but the lively self-interested attention of the entire civilized world.



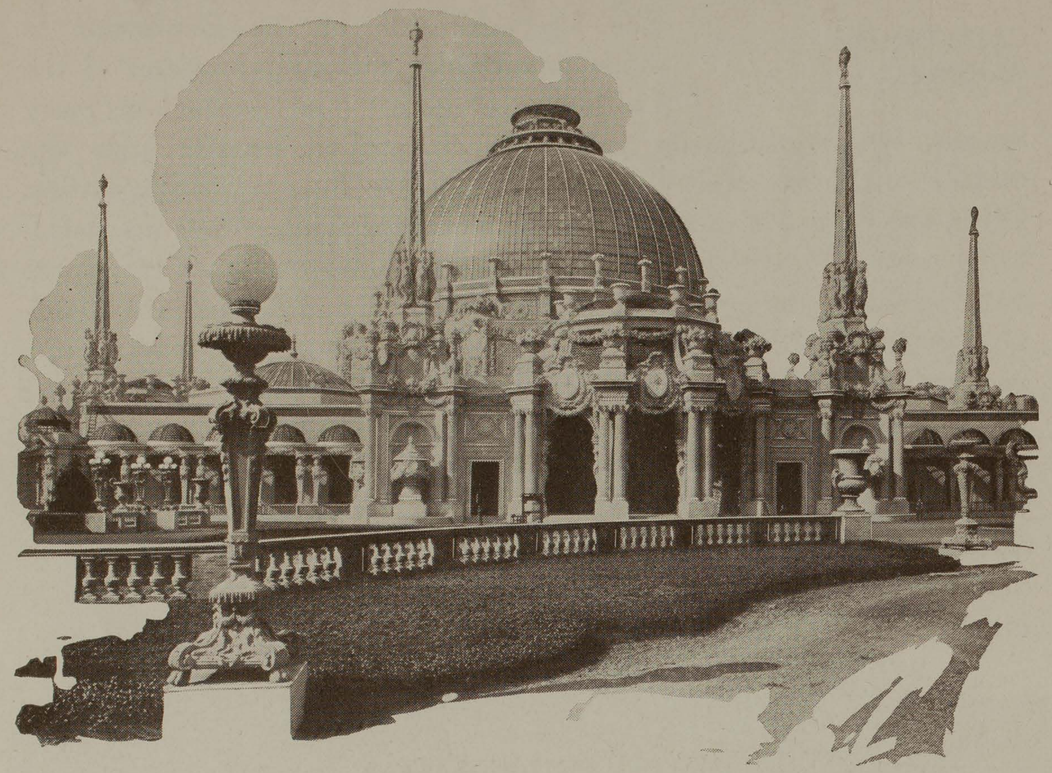
Arch of the Setting Sun, at the west entrance of the Court of the Universe.

CALIFORNIA CLIMATE

The long duration of the Exposition is made possible by the rare character of the California climate. The winter or rainy season, which ordinarily begins in November, usually ends the middle of March, and the heavy rains are over a month earlier. Often the rains are mostly at night when the winter days are delectably perfect. Snow, ice, or blizzard are unknown. In a true sense San Francisco has no summer, for June, July, and August are invariably cool. September, the warmest month, has a mean temperature of 59.1°, and January, the coldest, 49.2°. In the past twenty years there have been only twenty-seven days in which the temperature exceeded 90° and none when it fell below 32°, freezing point. Differences between day and night temperatures are small, averaging about 8°. Visitors should bring light overcoats and wraps, but between April and November they may safely leave umbrellas at home.



Festival Hall will be adapted to many of the great conventions and congresses to be held in San Francisco this year. The Hall contains seats for about 3,000 people, a huge pipe organ, as well as some ten halls for meetings and assemblages.



Palace of Horticulture seen from the South Gardens. Splendid type of Saracenic Architecture, and one of the most ornate bits to be seen at the Exposition.

LOCATION OF THE GROUNDS

The Exposition Grounds are admirable and sightly. They occupy a level sweep of 635 acres, stretching more than two miles along the northern end of the city, bordering the harbor from Fort Mason on the east to well through the Presidio military reservation on the west, varying in width from a quarter to half a mile, divided into three sections. In the center are the main exhibit palaces and gardens; to the west are the foreign and state pavilions, the livestock enclosure, drill grounds, and aviation field; to the east is "The Zone," the tropical-typical name for the sixty-three acres of the amusement concessions. The grounds are within two miles of the business center, easily accessible by electric cars or ferries. On the hillsides to the south and east is the residence section, with apartment and rooming houses, where many will find comfortable accommodations.

From Oakland, Berkeley, and Alameda, across the bay, are direct ferry connections.

INTRA MURAL TRANSPORTATION

Motor busses and tramcars, running on miniature double track railway almost encircling grounds, transport visitors to any part of Exposition—fare for either, 10 cents. Push chairs, bicycle chairs, and electric jinrikishas are available at reasonable prices. The main exhibit palaces are in a compact area so connected that distances between, like structures of former world fairs, are eliminated, greatly economizing time and steps.

The main exhibit palaces form a mammoth connected structure covering a square half mile in a beautiful landscape setting, adorned with sculpture and mural paintings. Masses of flowers amid luxu-



One view of Palace of Education, showing Italian Tower at the southern extremity of Court of Palms.

riant verdure with the blue of the harbor on the outer border round out the near picture. Undoubtedly nowhere on the globe is there assembled within such narrow boundaries so much of wonder and marvel of things to interest and instruct.

LANDSCAPE GARDENING

Twenty-four gardens make up the landscape department's contribution to the perfect unit which the Exposition is, each man concerned in its creation having studied to make his contribution harmonize with every other part. Seventy-five thousand boxes of mesembryanthemum (ice plant) vine were used in construction of the floral wall which forms the south boundary of the main exhibit section.

INTERNATIONAL PARTICIPATION

Forty-two foreign nations and forty-four American states and territories are represented.



Sunset on the Golden Gate. To the right is Sausalito, and Mount Tamalpais; to the left, the Exposition Grounds; beyond, the Pacific.

THE ZONE

The sixty-three acres devoted to amusement concessions have been christened "The Zone," corresponding to the famous "Midway" at the World's Columbian Exposition at Chicago. Here for 288 days from 9.30 a.m. to 11.00 p.m. it is continuous open house, while the exhibit palaces close at sunset. On either side of the broad dividing avenue, 3,000 feet long, is marshalled a galaxy of fun producers, both with and without educational adjuncts. When it is considered that thousands of applications for concession on the "Zone" were made and from this number only the best were selected it will be seen that the selection includes such attractions that have either amusement or educational value. A total of more than eleven millions of dollars were expended in its establishment. Among other attractions is a huge working model of the Panama Canal which is so extensive that visitors, comfortably seated, will be carried along the route of the Canal and a dictaphone at the

arm of each chair will describe each scene as it comes into view. It is fitting that the Union Pacific System should have chosen America's greatest wonderland, Yellowstone National Park, to reproduce at the Panama-Pacific Exposition at San Francisco. A detailed description of which is found on page 12 of this book.

VISITORS AND ACCOMMODATIONS

San Francisco has over 2,000 hotels and apartment houses and quite as many are in the trans-bay cities—Oakland, Berkeley, and Alameda. The current reasonable rates will not be increased during the Exposition, is the pledge of the hotel association, which will be fulfilled. Rooms occupied by one person, $1.00 a day up. Rooms with bath, $1.50 up. Lower rates prevail farther out in the residence section and across the bay, especially by the week. Arrangements can be made in advance by writing to "Bureau of Conventions and Societies, Panama-Pacific International Exposition,



Palace of Education as seen looking southeast across the lagoon that fronts the Palace of Fine Arts.

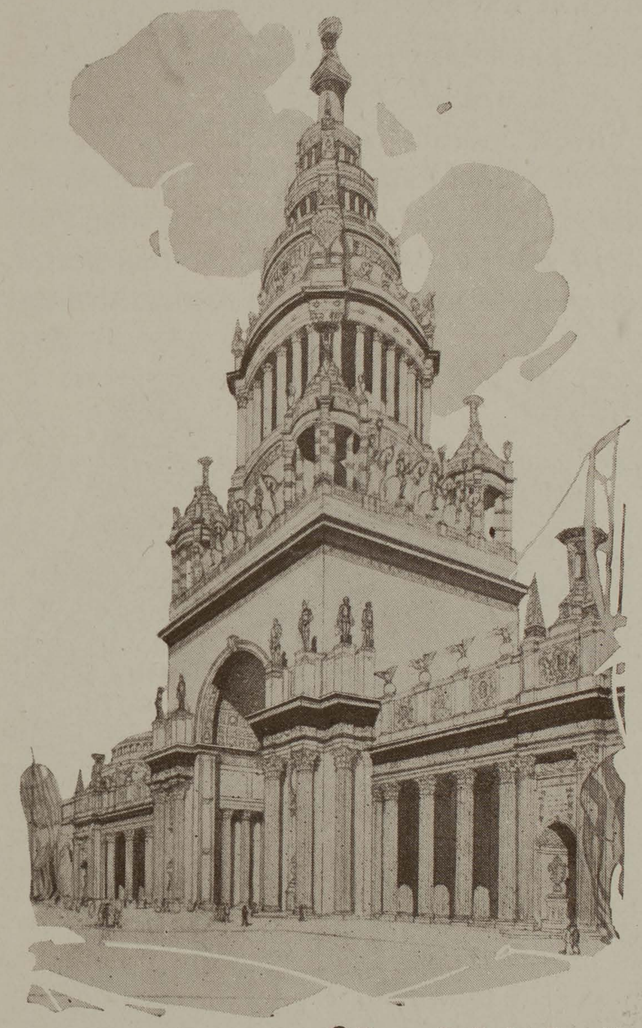


Avenue of Progress, with Palaces of Varied Industry and Mines on the left, and Palace of Machinery on right. Looking northward to San Francisco Bay.

San Francisco." State exactly the accommodations desired, when you plan to arrive, how long you expect to remain, what you will pay, and other information wished for. It is proposed to put foresighted visitors in direct communication with the people where they are to stay. In San Francisco generally, meals are quite 20 per cent less than in New York, of same quality; ordinarily, $1.00 a day is ample. Strangers, particularly women unaccompanied, on arriving at the Union Ferry Building, will be met by a member of the reception committee, cared for and directed fully to destination. Any woman of any country reaching San Francisco alone at any hour is absolutely certain of protection. This welfare work organization includes representatives of every nationality and religion and is thoroughly dependable.

COST OF A WEEK IN SAN FRANCISCO

Rooms occupied by one person may be obtained in San Francisco by the day from $1.00 up. Counting $7.00 per week for room, $7.00 for meals, and $6.00 for such incidentals as admissions to the Exposition and street car fare, a week's visit in San Francisco would cost $20. Visitors who make a more protracted stay may economize by engaging quarters by the week or month.



© Panama-Pacific Int. Exposition

From an architectural viewpoint the dominating feature of the Panama-Pacific Exposition is the great Tower of Jewels rising at the southern entrance of the Court of the Sun and Stars. This tower is 423 feet in height.

HOURS AND ADMISSION FEES

The main exhibition palaces will open at 9.00 a.m. and close at sundown; "The Zone" will be open from 9.30 a.m. to 11.00 p.m. Admission to the Exposition: All over twelve years, 50 cents; children, five to twelve, 25 cents; children under five, accompanied by an adult, free. Guests of the Inside Inn, within the grounds, must pay the regular daily admission. Admission to all exhibition palaces and gardens is free. Admission charges for the amusement and educational

attractions in "The Zone" are a matter of contract with the management, and therefore reasonable, ranging from 10 to 50 cents.

Yellowstone National Park

Exhibit of Union Pacific System at Panama-Pacific International Exposition

The Union Pacific System has added popularity to Yellowstone National Park by means of its western entrance at Yellowstone, Montana. It offers the direct, inviting and most advantageous approach to this galaxy of astounding marvels. Government figures show that the largest number of visitors entering the Park during seasons 1913 and 1914 made the trip by way of this portal.

What more appropriate than for the pioneer trans-continental



Vista through rich verdure at corner of Varied Industries Palace, showing Machinery Palace across the Avenue of Progress.

railroad to reproduce this assembling of Nature's grandest awe-inspiring attractions at the Panama-Pacific International Exposition at San Francisco! The Panama Canal incites and invites superlatives. In like fashion, just as the Exposition which commemorates it excels all which have gone before, so this Yellowstone reproduction is the largest exhibit ever erected at any World Fair, involving the use of two million feet of lumber and the expenditure of half a million dollars.

The salient features of this titanic wonderland are imaged true to life so faithfully as to impress on the mind the mountains, canyons, geysers and valleys as Dame Nature fashioned them in the Wyoming fastness. Old Faithful Inn is conspicuous, well meriting its name. It is not in miniature in any particular, for there is no curtailment in proportions.

Entering the Exposition Grounds by the main East Gate, on Van Ness Avenue, this unique scenic resort is immediately to the right toward the harbor. It occupies over four acres of ground. The Yellowstone Park entrance from the main Avenue—which divides the Zone north and south—portrays a canyon passage between two of the most noted objects in the Park. On the right is the Golden Gate—as though lifted from its home in the Rockies and set down near its Pacific namesake—a picturesque passage between Bunsen Peak and Terrace Mountain, around the base of which the United States Government has built an artistic viaduct. This is shown correct in detail and contour. On the left towers Eagle Nest Rock, a precipitous cliff, one of the popular landmarks of the Grand Canyon of the Yellowstone, on top of which, and far removed from the possibility of human reach, is the nesting place of the American Eagle. The passage between these grand rugged rock-masses forms an interesting canyon picture, beyond which are the nature-painted Hot Spring Terraces, fed by the water from the Great Falls of the Yellowstone, which pours in a rushing torrent over the lofty precipice with a grandeur akin to the original, possessing irresistible charm. These mountains are certain to prove the most artistic, genuine and real which have ever been attempted in this country or elsewhere.



The Exhibit of the Union Pacific System at the Panama-Pacific Exposition has an educational value quite out of the ordinary, showing, as it does, in full size some of the noteworthy features of Yellowstone National Park, and, in accurate relief model, the contour of the entire district. An actual geyser and a full-size waterfall are features.

No artificial summits and ranges heretofore produced compare with them in size or effectiveness.

Encircled within and under the majestic slopes of the grand mountain at the right of the entrance, is the great Spectatorium seating 1,000 people. Here are reproduced, on a stage 95x50 feet, many of the natural wonders of the Park. Amid other of the notables Old Faithful Geyser is seen on duty, one of the world's most remarkable phenomena. At regular intervals, uniform with those of its prototype, great gushes of vast volumes of boiling water and steam are thrown high into the air. With searchlights playing upon this dazzling spectacle and reflecting accurately this greatest of all geysers, it cannot fail to prove memorable.

There is a notable educational feature. In the large central space a novel topographic portrayal—for it is far more than and

unlike any map—shows the important geyser and other plutonic formations; hot springs, roaring mountains, lakes, falls, cascades, grottoes, government roads, trails and other outlines; so correctly located that any one familiar with the Park can readily point out the roadways taken by him, as well as all the important natural wonders which astound and electrify tourists. Nothing to compare with it was ever before attempted on so large a scale,—somewhat more than one acre in area. The artists who consummated these remarkable contour, water, river and mountain effects are enthusiastic lovers of Yellowstone National Park, who made many sketches and studies in detail on numerous visits.

OLD FAITHFUL INN

The dominant feature of the exhibit is Old Faithful Inn, which covers a ground area of 47,000 square feet at the north end of the concession. Its exterior is, in size and construction, a replica of its prototype in faraway Yellowstone. There is no curtailment in proportions; no elimination of details. The reproduction is exact. The hewn-log pillars, railed balconies, multi-gabled roof, and, high above all, the eight flapping pennants, are all there.

GREAT BANQUET HALL

The interior decoration of the dining hall delineates the wholesome hospitality of the mountains and forests. There is no gold or glitter but a warmth of rustic simplicity, the somber tones of pillars and panels blending in perfect harmony with the treatment of the exterior of the Inn. It is easy to predict with certainty that this cafe de luxe with its great orchestra, its cuisine and large floor space for dancing, will be the center of the night life of the Exposition. It is expected, too, that the splendor of Old Faithful Inn will furnish the setting for the important formal banquets and receptions of the Fair, including the entertainment of the President of the United States, members of the Cabinet, the Diplomatic Corps, Senators, Governors and other men of prominence.

The Official Exposition Orchestra, comprising eighty musicians led by a conductor of world-wide fame, holds forth on the stage in the

great dining hall of Old Faithful Inn, concerts every afternoon and evening.

THE PANAMA-CALIFORNIA EXPOSITION

1915 — SAN DIEGO — 1915
OPEN ALL YEAR

San Diego, at the extreme southern tip of the Pacific Coast of the United States, is holding, throughout 1915, the first all-year exposition in history, made possible by the frost-free, heat-free climate of this favored section of the country. Instead of competing with the Panama-Pacific Exposition at San Francisco, San Diego is complementing it, supplying features which could exist only with the co-operation of the extraordinary climate which has produced the orange orchard, the tea plantation, and the overwhelming growth of



Los Jardines de Montezuma. Indian Arts Building at the right. Home Economy Building at left.

vine and shrub and tree and flower which swarms up from the deep canyons and over the walls toward the campaniles and domes of the "Magic City," and up to the belfrys where mission bells swing and a thousand pigeons nest.

SPANISH-COLONIAL ARCHITECTURE THROUGHOUT

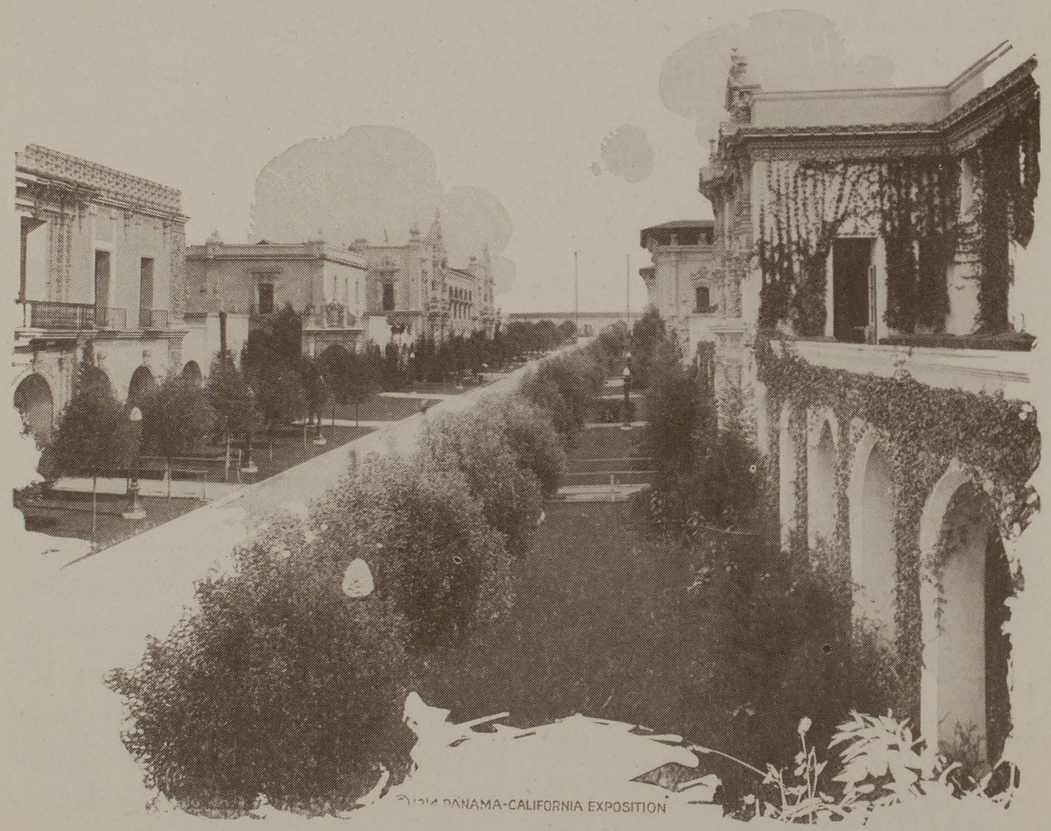
It is as unique in architecture as in other features. All the buildings are Spanish-Colonial, some of the ancient mission type, some of the later mission, some cathedral, some palace, but all truly Spanish and truly beautiful. More than beauty was involved in the choice of this type. Rather is it history and tradition. It was to San Diego Bay that the caraval of Cabrillo came in 1542, bringing to the west coast the first white men. It was thither that Viscaino came in 1602. It was there that Portola came, with Fray Junipero Serra in 1769, and at San Diego de Alcala that the first of the California missions was built. There was the start of civilization, and in the olive orchards and the waving palms, which Fray Serra set out and which still are bearing, are the oldest relics of the romantic days of the Padres.

San Diego had traditions to maintain. Hence the use of the Spanish idea. And with the Magic City built on the sightly mesa, which looks down across the canyons to the sea and back over the valleys of orange and olive and grape to the foothills of the Sierras and the low table-lands of Mexico, less than twenty miles away, additional Spanish color was provided. The lawns which line the El Prado and the Plaza de Panama, the broad gardens overhanging the canyons, the quiet patios within the mission structures, are laid out in Spanish design. The guards are Spanish guards, the attendants are cavalleros and conquistadores, the girls are Spanish dancing girls. The bandsmen are vaqueros, and the boy who feeds the pigeons in the open plaza is as Spanish as the bolero airs which sweep from the great organ pavilion. It is easy to burst through the palms by the entrance, and with a single step to leave behind all memory of a twentieth century tidewater city, for this is Spain. This is romance. This is poetry. It is the land of loveliness and the Exposition Beautiful is its fairest spot.

AN EXPOSITION OF SOUTHWEST RESOURCES

There is more than romance within the Exposition gates, however. One prime object of the Exposition is to show in comprehensive form to the tourist from other sections exactly what the great American West has to offer. With the customary travel to Europe impossible in 1915, and special opportunities for western travel afforded, by reason of the special rates by rail, there is an effort to advance the "See America First" idea to the utmost. A great part of the San Diego Exposition is devoted to showing what there is in the West in the way of opportunity—as to agriculture and other industries as well as the most majestic scenery the world knows.

Hence the acreage given over to the citrus orchard, where all the year the visitor can see the orange, the lemon, the grapefruit, and



Eastward from the Plaza de Panama. Sections of the Home Economy and Varied Industries Buildings at the left, the east gate showing at the end of El Prado.

kumquat and tangerine in full blossom or bearing power. Hence the Ceylon tea plantation, the first considerable American experiment in this industry. Hence the display of model intensive farming and extensive alike. Hence the indoor displays of manufacturing, particularly concerned with western development. Hence, too, the participation of various western states whose buildings for the most part line La Via de los Estados, the highway on the lower plateau past the United States Marine camp where the Fourth Regiment is stationed for Exposition year. Herein agriculture, irrigation, forestry, mining of fine and base metals, fishing, and other great industries of the "Empire in the making" are under practical demonstration. It is this country in which San Diego is vitally interested, for as the first port of call north of the Panama Canal, whose opening both 1915 Expositions celebrate, San Diego must serve as the entrepot for the great Southwest.

ISTHMUS, THE FUN CENTER

There has been noteworthy attention given to the little known Indian life of America, not alone the existing life in pueblo and on plain, but also the ancient life of Aztec, Toltec, Inca, and Maya, from whose buried cities explorers for the Exposition, the Smithsonian Institute and the School of American Archæology recovered a priceless collection of ancient monuments, pottery, and sculpture. The exhibits of archæology and ethnology fill three of the main exhibit buildings.

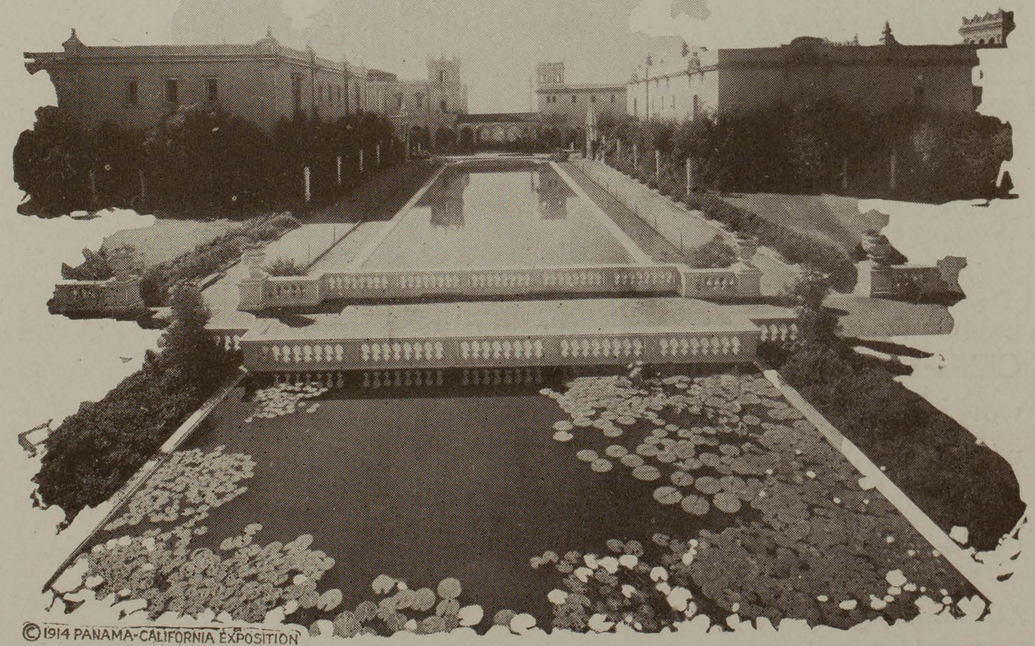
The Isthmus with its 5,000 feet of frontage, contributes to the gaiety of the occasion with the Indian, Hawaiian, Japanese, and Chinese villages among the more striking features, as well as a huge working model of the Panama Canal, through which ships move under electric power. A typical California gem mine, an ostrich farm, and an aquarium of Pacific marine life, furnishing interesting lights on some of the typically western sights.

ACCOMMODATIONS FOR VISITORS

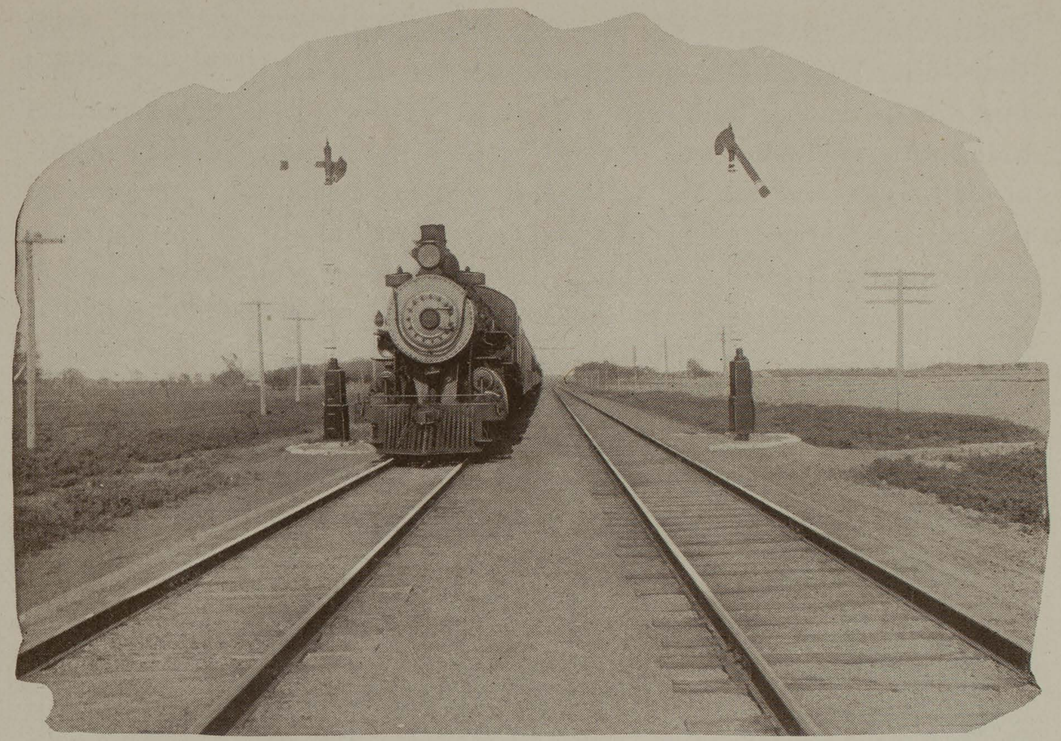
San Diego has made some extraordinary arrangements for the accommodation of guests, notably by placing all important hotels and apartment houses under bond to maintain normal prices

throughout the year, regardless of the expected demand. Similarly the price lists for eating houses on the Exposition grounds are under the control of the Exposition, and extortion seems to have been made impossible by the other activities of the public service division. It is the same sort of management which enabled the Exposition to open entirely free from debt.

However imposing the pageants from the days of the ancient red men, or the days of the conquistadores or the days of the padres, the most impressive feature is the horticulture splendor of the grounds. In the cities of the North during the holidays the poinsettia often sells for one dollar a bloom. The whole Prado at San Diego at the opening was a riot of brilliant crimson, furnished by banks of growing poinsettias. The rose and clematis, the jasmine and honeysuckle sweep over wall and pergola. The triumphant purple of the bougainvillea floods the Plaza de Panama. The canyons are thick with



In the Botanical Gardens. Lagunita and Laguna de las Flores. The sea, a mile away, is faintly visible through the colonnade in the background.



"Safety First!" Every mile of the Union Pacific is protected by automatic electric block safety signals to control movement of trains.

palm and cypress, with acacia and eucalypt and a thousand other varieties of trees which grow in profusion in the land of the loveliness.

San Diego's Exposition has a vast message concerning the great West to tell to the world, but the message is no mightier than the superb stage from which the message is delivered.

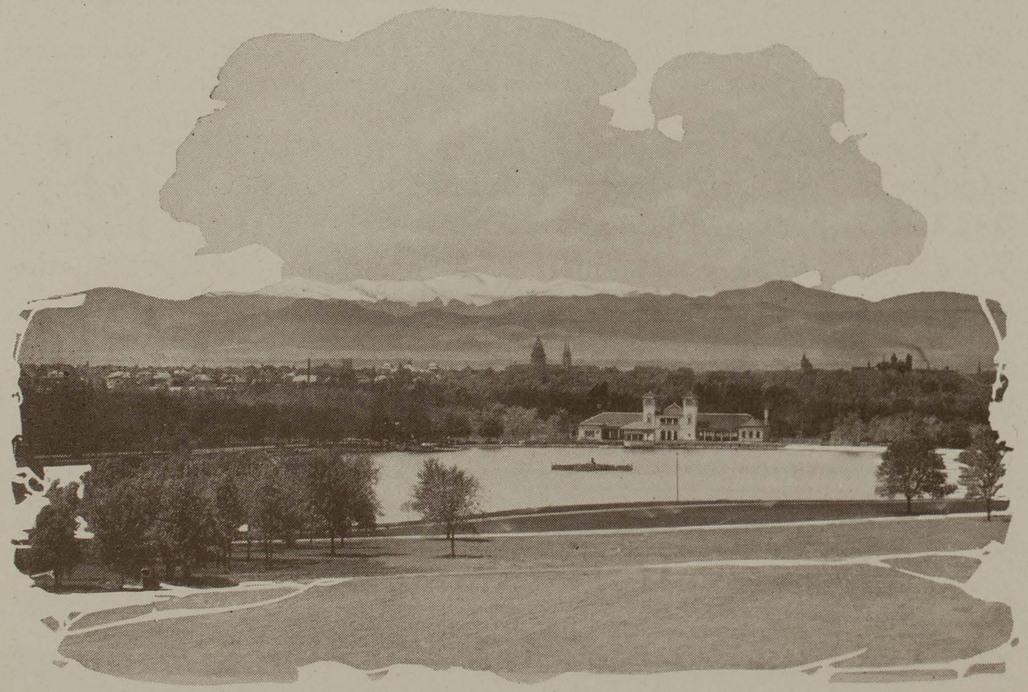
THE UNION PACIFIC SYSTEM YOUR HOST

Cordial invitation is extended to visitors to make the Union Pacific System space in the Panama-California Exposition their headquarters. Here rest-rooms will be provided, with facilities for reading, writing, telephoning, and dictation of mail. The whole hearted service of this System—to make traveling easy—is at your command from the time you leave home to the time you return.

THE WESTWARD ROUTE AND WHAT IT HAS IN STORE

There are certain interesting points of contrast and resemblance between the Panama Canal and the Union Pacific. The

canal bisects the continent at its narrowest and weakest place, while the Union Pacific and its connections bisect it at its broadest and mightiest. Every foot of the Panama Canal is a graven record of mammoth achievement. Every foot of the Union Pacific's right-of-way was won from the wilderness and the Indians by the sturdy pioneers and hallowed by baptism with their blood. If the Panama Canal begins a new era in the history of the Pacific Ocean, surely the Union Pacific rails are the red marginal lines down one of the most absorbing pages in the whole history of the United States. What more fitting than that the traveler should go to history-recording expositions over a railroad that follows steadfastly the path of our most romantic historical events? A significant bit of current history the traveler will learn is that fifty years of progressive development have given the Union Pacific a high degree of perfection in equipping and operating its system. More than three-fifths of its main line is double-tracked; every mile is protected by automatic electric block safety signals and rendered dustless by the ballasting



Denver's park system is but a sample of the progressiveness of the Capital City of Colorado. This is in City Park looking toward the snowy range.

with Sherman gravel; trains proceed at the best speed consistent with safety and comfort. The steel trains, embodying every modern convenience, are themselves a worthy, if minor, exposition. It is



Village of Estes Park, en route to Rocky Mountain National Park, is surrounded by the snowy peaks of the Rocky Mountain Range.



Headwaters of Weber River near Henefer, Utah, southeast of Ogden.

the shortest line to San Francisco, saving hours of travel, between the East and the Panama-Pacific Exposition. While the distance between Chicago and San Francisco or Los Angeles may seem great, the trip on one of the fast through trains requires less than three days en route.

To make the most of your trip, you will so plan it as to see the



"The Hermitage," the first rustic resort built in Ogden Canyon, Utah.

best of the West without unnecessary "doubling" upon your route.

One glance, if you will, at the Map of the Union Pacific System on the middle pages of this book. Routing one's journey westward from the East, one immediately decides by which gateway he shall proceed—Omaha or Kansas City. Through trains from Chicago go by way of Omaha; those from St. Louis, by way of Kansas City—without change.

Not only is the Union Pacific System operated upon a policy that dictates the giving of unsurpassed service, with every attention to travel-safety, but the fan-like ramifications of the System west of Granger provide a transportation service to the far West, Southwest and Northwest, of unrivaled completeness.

Seeking California, the traveler may follow the through route of the historic Overland Trail, via Southern Pacific, Ogden, and Sacramento to San Francisco or Los Angeles. Or, he may take the southern route (Salt Lake Route from Salt Lake City) to Los Angeles, or the northern route of the Union Pacific System to Portland, Oregon, Tacoma and Seattle, thence southward. Returning, he may combine these routes, or select from them.

The Union Pacific operates seven through daily trains from Chicago to the Pacific Coast via Omaha, and three daily trains from Kansas City to California, two of which carry through equipment from St. Louis.



The Mormon Temple, Salt Lake City, forty years in building, together with the Tabernacle, are among the chief attractions of Utah's capital.



"Going to sea by rail." At cost of $8,000,000 this line is carried by trestle across Great Salt Lake, saving forty-three miles of distance, and affording a wonderful view.

OMAHA OR KANSAS CITY TO OGDEN

THROUGH PRAIRIE STATES

Fertile, busy prairie states—Nebraska and Kansas—still lands of opportunity for the husbandman. Prosperity and its outward evidences are everywhere. Nebraska ranks high amongst corn-producing States. Kansas stands first in winter wheat-raising, and Nebraska second. At the western extremity of each, rising ground marks the limits of the Mississippi Basin and approach to the foothills of the Rockies.

COLORADO

The passenger has the same opportunity of breaking his journey for an exploration of Colorado, whether he travels via Omaha or Kansas City.

This mountain state deserves exploration. With more than 150 separate peaks that exceed two miles in altitude, it may be imagined that the building of 5,500 miles of railway within the

state has taxed engineering ingenuity and daring. Because of its rarefied atmosphere, the mountain forests, its new Rocky Mountain National Park, its abundance of game, fish and animals, its mineral springs, and its health-giving sunshine, those in health or in search of health rejoice in a sojourn here.

Rocky Mountain National Park is reached via Ft. Collins or Greeley and a pleasant automobile trip through the Big Thompson Canyon and beautiful Estes Park. It comprises thousands of acres of beautiful mountain scenery where every amusement known to out-of-doors may be enjoyed.

No state in the Union has better automobile roads—and none so many picturesque ones—as Colorado.

Canyons and cataracts, mines working and mines abandoned, mountains scaled by stairways, tunneled by railways, and girt with precipice—roads for motorists—these provide excitement



The "Overland Limited" as it skirts placid Humboldt River, in Palisade Canyon of Nevada.



Close to the crest of the Sierras, at an elevation of more than a mile above sea level lies Lake Tahoe, more royally purple than any Alpine jewel, deep-sunk in the mountainside.

enough for the hardiest adventurer. (Illustrated booklet, "Colorado for the Tourist," sent on request.)

CHEYENNE

The traveler by way of Kansas City and Denver reaches the Chicago-Pacific Coast line at Cheyenne, where sights of interest repay tarrying; for the historical associations of this lively town hark back to frontier days. Cheyenne pays honor to its antiquities in an annual celebration at which broncho-busting, steer-roping and Indian dances are features.

OGDEN AND OGDEN CANYON

Sweeping by the river side, between the massive walls of Weber Canyon, the traveler gets a foregleam of what he is to see in Ogden Canyon—a wonderful gorge, fifteen miles long.

Ogden Canyon is a cleft in the Wasatch Range of mountains, and has its beginning a few miles from the city of Ogden. It is reached by both electric line and automobile roads.

SALT LAKE CITY

Should the traveler be making a direct trip to Southern California via the Salt Lake Route, he may visit this historic and leading city of Utah as a stop-over. If he has arranged his itinerary by way of the Ogden Route to San Francisco or the northern route to the Pacific Northwest, he may visit Salt Lake City as a side trip from Ogden without additional cost. About the first point of interest to the visitor in Salt Lake City is the Mormon Temple. The Tabernacle and Assembly Hall, also located in the Temple Square, are both open to visitors. The great organ in the Tabernacle is a feature of interest to every one and a recital is given at noon time every week day for the benefit of visitors.

The nearest of the Great Salt Lake resorts is Saltair pavilion, sixteen miles distant, where one may enjoy either bathing or dancing.

YELLOWSTONE NATIONAL PARK

From Salt Lake City or from Ogden passengers may make the splendid side-trip to Yellowstone National Park during the season. Passengers going or returning via the North Pacific Coast leave the main line at Pocatello to visit the Yellowstone.

OGDEN TO SAN FRANCISCO DIRECT

OUT OF UTAH THROUGH NEVADA

Just west of Ogden, the Great Salt Lake Cut-off arrests attention, for here the rails were laid over trestle and stonework for thirty miles over the waters of the salt sea. The work cost $8,000,000 but it saves forty-three miles of distance and 1,515 feet of grade. Then Great Salt Lake Desert, a dazzling waste of crystalline salt, estimated to contain 380,000,000 carloads, the basin of a dried-up sea; and then Nevada, and the foothills of the Sierras.

CROSSING THE SIERRAS. LAKE TAHOE

At Truckee, Cal., twelve miles east of the crest of the Sierra Nevada, stop-over is allowed to permit a visit to the Tahoe region, where an entire vacation might be spent with profit. This remarkable lake, 23 miles long, 13 miles wide, and from 100 to 2,000 feet

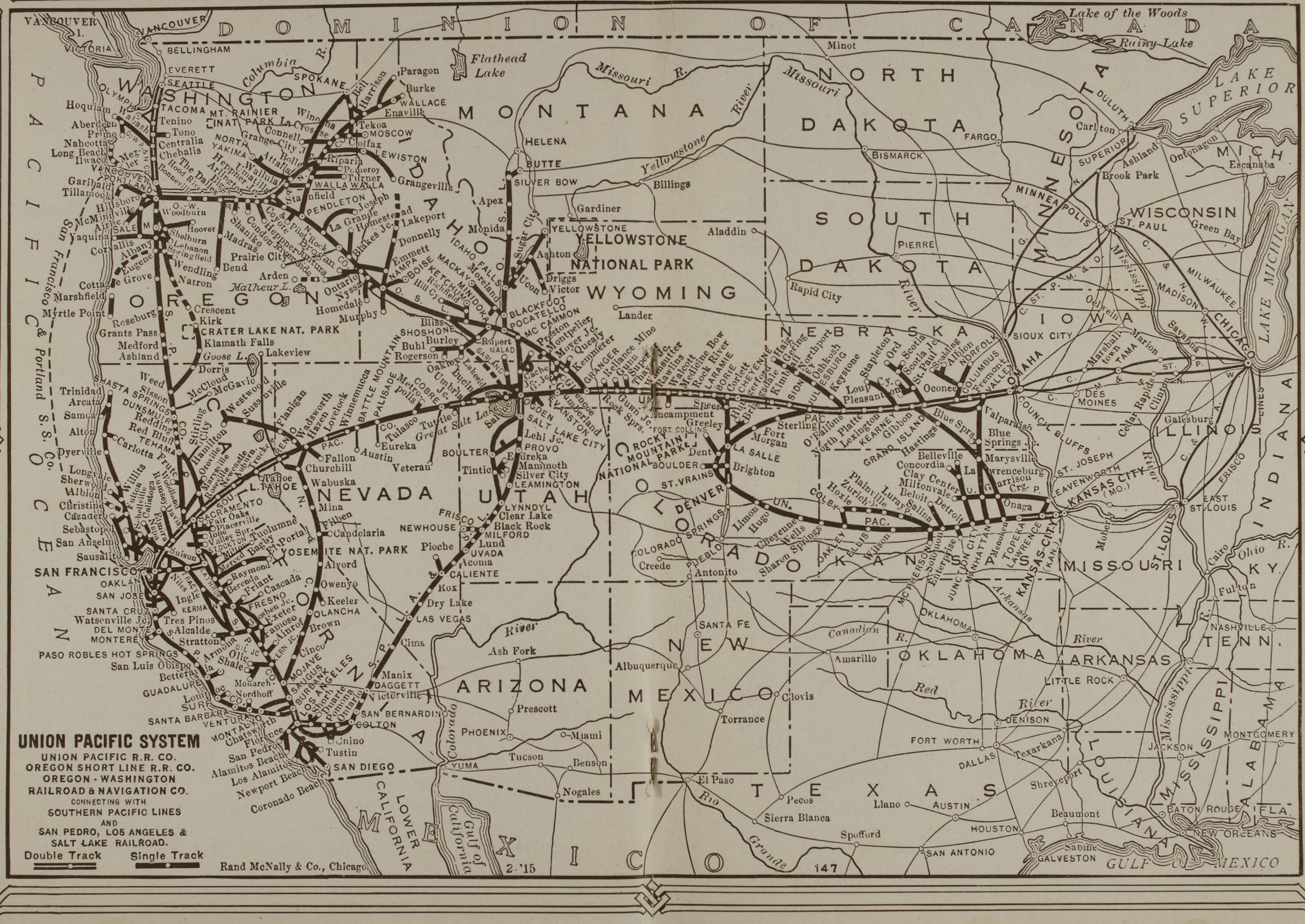


San Francisco from the Bay with Ferry Building as the central figure. The first glimpse of the Exposition City.

deep, is unequaled in beauty, travelers declare, even by the Alpine lakes. It is surrounded by a cluster of smaller lakes, concealed in dense forests and overshadowed by lofty mountains, that afford every sort of wildland sport and amusement. Round-trip fare, Truckee to lake and return, including steamer trip, $5. Accommodations at the resorts, $2 a day and up.

SAN FRANCISCO AND ENVIRONS

San Francisco proper is the nucleus of a metropolitan district made up of a cluster of cities about the Bay, with a population of more than 750,000. Visitors to the Exposition will be astounded at the never-ending number, variety, and interest of the sight-seeing trips—enough to consume a year. First, as to the city itself: There are thirty-two parks; Golden Gate Park (1,013 acres), with chain of artificial lakes, massive bridges, seventeen miles of drives, children's playgrounds, menagerie, historical museum, and jungle of flowers, is the work of forty-four patient years. From the great stone


DOMINION OF CANADA
PACIFIC
OCEAN
WASHINGTON
OREGON
CALIFORNIA
NEVADA
IDAHO
MONTANA
WYOMING
UTAH
ARIZONA
NEW MEXICO
COLORADO
NORTH DAKOTA
SOUTH DAKOTA
NEBRASKA
KANSAS
OKLAHOMA
TEXAS
MINNESOTA
IOWA
MISSOURI
WISCONSIN
ILLINOIS
MICH
INDIANA
KY.
TENN.
MISSISSIPPI
LOUISIANA
ARKANSAS
ALABAMA
FLA.
LAKE SUPERIOR
LAKE MICHIGAN
Lake of the Woods
Rainy Lake
Flathead Lake
Columbia R.
Missouri R.
Yellowstone River
Rio Grande
Colorado
Canadian R.
Red River
Arkansas River
Ash Fork
Malheur L.
Goose L.
Great Salt Lake
Gulf of California
GULF OF MEXICO
VANCOUVER
VICTORIA
BELLINGHAM
EVERETT
SEATTLE
TACOMA
SPOKANE
MT. RAINIER NAT. PARK
YAKIMA
WALLA WALLA
PENDLETON
LEWISTON
MOSCOW
PORTLAND
SALEM
EUGENE
ROSEBURG
MEDFORD
KLAMATH FALLS
CRATER LAKE NAT. PARK
SAN FRANCISCO
OAKLAND
SAN JOSE
SACRAMENTO
STOCKTON
FRESNO
YOSEMITE NAT. PARK
LOS ANGELES
SAN DIEGO
SAN BERNARDINO
PASADENA
SANTA BARBARA
L. TAHOE
RENO
CARSON
VIRGINIA CITY
HELENA
BUTTE
SILVER BOW
BILLINGS
GREAT FALLS
YELLOWSTONE NATIONAL PARK
MINOT
BISMARCK
FARGO
DULUTH
MINNEAPOLIS
ST. PAUL
ABERDEEN
PIERRE
RAPID CITY
ALADDIN
LANDER
CHEYENNE
DENVER
COLORADO SPRINGS
PUEBLO
GREELEY
FORT COLLINS
BOULDER
ST. VRAINS
SANTA FE
ALBUQUERQUE
TORRANCE
CLOVIS
AMARILLO
EL PASO
PECOS
SIERRA BLANCA
SPOFFORD
LLANO
AUSTIN
SAN ANTONIO
HOUSTON
BEAUMONT
SABINE
GALVESTON
DENISON
FORT WORTH
DALLAS
TEXARKANA
SHREVEPORT
LITTLE ROCK
JACKSON
BATON ROUGE
NEW ORLEANS
MONTGOMERY
NASHVILLE
EAST ST. LOUIS
ST. LOUIS
KANSAS CITY (MO.)
KANSAS CITY (KAN.)
ST. JOSEPH
LEAVENWORTH
OMAHA
COUNCIL BLUFFS
SIOUX CITY
DES MOINES
CHICAGO
MILWAUKEE
MADISON
GALESBURG
SUPERIOR
ASHLAND
ESCANABA
GREEN BAY
SAVANNA
CEDAR RAPIDS
MARSHALLTOWN
MARION
OELWEIN
FULTON
CAIRO
SALT LAKE CITY
OGDEN
PROVO
LOGAN
BOISE
POCATELLO
IDAHO FALLS
RENO
TONOPAH
GOLDFIELD
LAS VEGAS
PHOENIX
TUCSON
PRESCOTT
YUMA
NOGALES
BENSON
MIAMI
CLIFTON
DOUGLAS
ROSWELL
ALBUQUERQUE
SANTA FE
TORRANCE
CLOVIS
AMARILLO
EL PASO
PECOS
SIERRA BLANCA
SPOFFORD
LLANO
AUSTIN
SAN ANTONIO
HOUSTON
BEAUMONT
SABINE
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DENISON
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DALLAS
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ESCANABA
GREEN BAY
SAVANNA
CEDAR RAPIDS
MARSHALLTOWN
MARION
OELWEIN
FULTON
CAIRO
UNION PACIFIC SYSTEM
UNION PACIFIC R.R. CO.
OREGON SHORT LINE R.R. CO.
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CONNECTING WITH
SOUTHERN PACIFIC LINES
AND
SAN PEDRO, LOS ANGELES & SALT LAKE RAILROAD.
Double Track
Single Track
Rand McNally & Co., Chicago
2-'15
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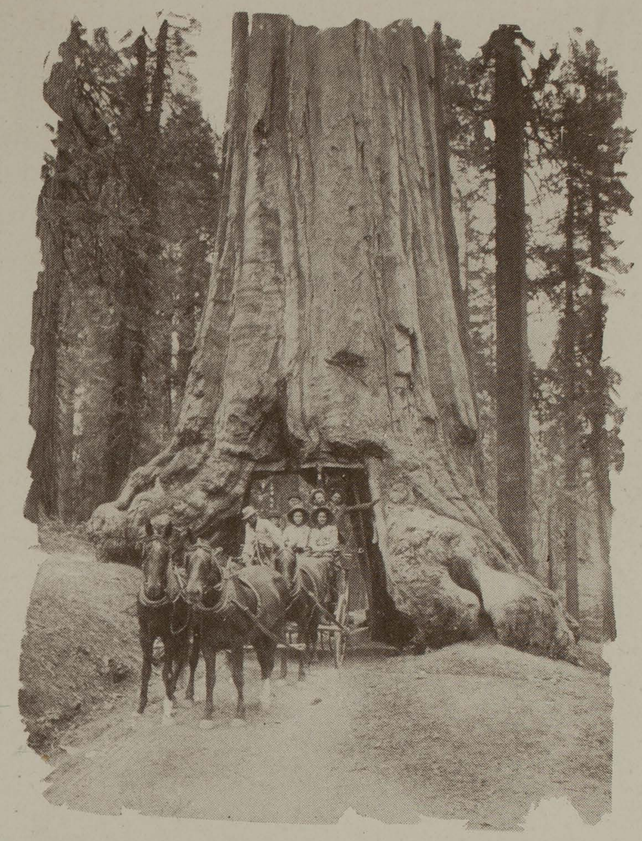
music-stand are given weekly concerts. The Park lies between the city and the sea, and for five miles southward from its western extremity stretches Ocean Boulevard, at the northern terminus of which is the Cliff House, overlooking Seal Rocks, where the sea-lions sun themselves. Other notable sights are the Presidio (1,542 acres), largest military reservation in any American city; Sutro Heights Italian Gardens (open to public); the country club; the mammoth shipbuilding plants and Chinatown, with 10,000 celestial inhabitants.

TRIPS PERSONALLY CONDUCTED

All rates quoted are for the round trip. "Seeing San Francisco" cars (three hours, 75 cents) leave the Ferry Building at 10.00 a.m. and 2.00 p.m., daily. Auto tour of city, same hours (two and one-half hours, $1.00). For Exposition year, the "Golden West Tours," incorporated, have arranged a number of moderate priced trips, personally conducted, consuming from three to eight



San Francisco, looking northwest from the Call Building. Since its practical destruction by fire in 1906, the California metropolis has been entirely rebuilt along modern lines of construction.



Wawona Tree, Mariposa Grove, Yosemite Nationa Park. Through its base the highway has passed for thirty years. The "tunnel" is 26 feet through; the tree itself, 227 feet high.

hours for the round trip; among these is the Ocean Shore Scenic Trip ($1.00) from 12th and Mission streets, (daily), a 40-mile excursion over the Ocean Shore Railroad, most of the way in sight of the Pacific, with opportunity for surf-bathing, fishing, and hunting. One may make the trip in three hours, or may continue to Santa Cruz (by conveyance), the play-place, with its Casino and its redwood grove. Key Trolley Trip (leaving Ferry depot 10.00 a.m. and 1.00 p.m., $1.00), 68-mile trip to Berkeley and the university, Alameda, Oakland, Piedmont Gardens, and the Ostrich Farm. Mount Diablo Scenic Trip, by electric line to Concord and by auto to mountain top. Over the Bay by airship, a hydroplane excursion to Oakland and return. Bay Excursion, steamer "Crowley," a 3-hour cruise over San Francisco's forty square miles of anchorage. Mount Tamalpais and Muir Woods Trip, including ascent of Mount Tamalpais (2,600 feet) over the crookedest railway in the world to its summit, and Muir Grove of Redwoods half way up. Rates for these and other excursions vary, but one can do a vast amount of sight-seeing hereabouts all the way from 20 cents to $2.00 for a day's outing.

CALIFORNIA BIG TREES

The famous "Big Trees," *Sequoia gigantea*, found on the western slope of the Sierra Nevada, and Redwoods, *Sequoia Sempervirens*, found on the ocean side of the Coast Range are found only



Yosemite Falls, Yosemite National Park, California, reached as a side-trip from main line of "Overland Route."



Whether one travels due west, or by Northern or Southern Route, rugged scenery confronts the California traveler. This Nevada Canyon is threaded by the Salt Lake Route.

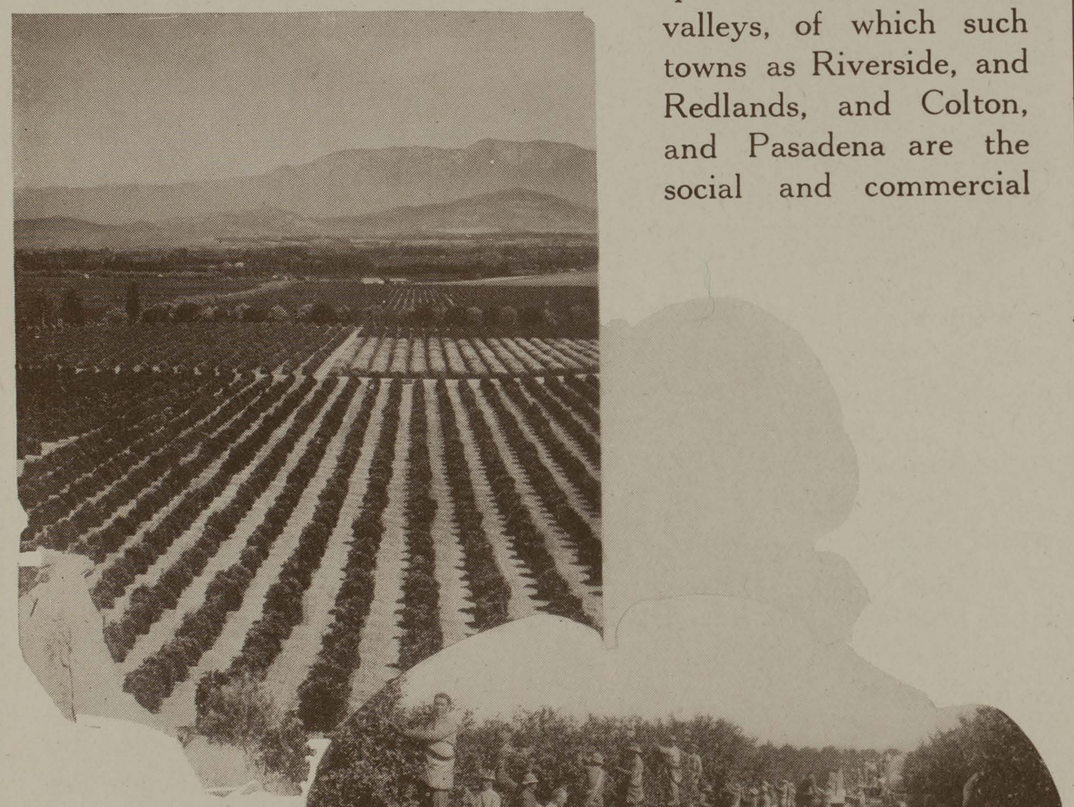
in California. Some tower to 400 feet and are estimated to be from 2,000 to 4,000 years old. The tourist should make it a point to visit at least one of the various protected groves. One already mentioned is six miles from Santa Cruz; another immense grove seven miles from Boulder Creek station. Two more are reached by railway and stage from Oakdale, another by auto-stage from Sanger, and one of the notable sights of Yosemite National Park is the Mariposa Grove of Big Trees. Two other groves of giants are reached by electric railway and stage from Visalia to Camp Sierra, where are the greatest number of Big Trees in the world, fare $12.

OGDEN TO SAN FRANCISCO VIA LOS ANGELES

SALT LAKE ROUTE

If the tourist prefer to visit Los Angeles and the San Diego Exposition first, and then to tour California from the South, his course will bend southward from Salt Lake City. Thence one

may make a detour, amid scenes of striking beauty, through the mining country, stopping at Bingham, Utah, a terraced mountain of copper, the greatest deposit in the world, which is gradually being cut down, smelted, and borne away at the rate of some 25,000 tons daily. The remainder of the journey across Utah and Nevada is through mountain scenery, and the arid stretches of Nevada's Great Basin are continued into California. A quick ride across the California desert shows the San Bernardino foothills on the horizon; the range itself is crossed, and the traveler arrives at San Bernardino city, in the heart of the orange belt, the wonderful garden spot of the southern valleys, of which such towns as Riverside, and Redlands, and Colton, and Pasadena are the social and commercial





California's sunshines bright, skies are cloudless, valleys fertile, and in orchard, garden and field men earn their livelihood under auspices the happiest.

centers. After reaching Los Angeles, the whole of the fruit country just passed may be visited in convenient trolley excursions.

LOS ANGELES AND ENVIRONS

When it is remarked that Los Angeles is a city of over half a million inhabitants, with 2,300 manufactories having an output of $157,172,000 a year, it is self-evident that there must be much to see in the city itself. All the surrounding country is penetrated and intermeshed by a wonderful interurban system, the Pacific Electric Railway, with trackage of 1,000 miles, whereby one may spend weeks, if he can, in wandering up and down the resort beaches and through the interior. Pasadena and the Ostrich Farm (25 cents); Santa Monica, where the mountains come down to the sea (50 cents); Redondo Beach, with the largest warm salt water plunge in the world (50 cents); Long Beach, the most fashionable beach resort (50 cents); Venice, as gracefully contrived a watering-place as its Italian prototype (50 cents); and San Pedro, annexed by Los Angeles to make its seaport (50 cents)—all deserve a visit. The "Seeing Los Angeles" trip, a 40-mile tour of the city and environs, costs only 50 cents; the Balloon Route Excursion visiting ten beaches and eight cities and for thirty-six miles alongshore, $1.00; to Mount Lowe, $2.00; to Santa Catalina Island, thirty miles out in the Pacific—with its deep-sea fishing for the leaping tuna, the sea-bass, and the sword-fish, and its wonderful marine gardens, visible through glass-bottomed boats at a depth of 150 feet—$2.50 (for week-end ticket; 60-day ticket, $2.75). Typical amongst the trolley-rides possible are the "Old Mission Trolley Trip," $1.00, and the "Triangle Trolley Trip," a 100-mile tour of the great south coast, $1.00. The "Orange Empire Trolley Trip," which includes all side trips and reserved seats, $3.50, and the "Orange Belt Excursion," over the Salt Lake Route, costs $5.25.

CORONADO BEACH

Arrived at San Diego, and through with sight-seeing in Balboa Park, and in and around the city and its remarkable land-locked harbor, no one should depart without paying a visit to the famous Hotel del Coronado, on the narrow sand-spit that forms the safe haven. On Point Loma, which deflects from the harbor and city the Pacific gales, are the grounds of the World-Headquarters of the



A portion of Los Angeles, the chief city of Southern California and the commercial metropolis of the southwest section of the United States.

Theosophical Society, open to visitors on week days from 1.00 p.m. to 4.00 p.m. Tourists with a fancy for bull-fighting and horse-racing may realize just how far they are from home by motoring across the Mexican border to Tia Juana, fifteen miles away.

LOS ANGELES TO SAN FRANCISCO

SAN JOAQUIN VALLEY. THE YOSEMITE

The northward trip takes one through Bakersfield, famous for the wells that yield a heavy, bituminous petroleum. The San Joaquin Valley Route makes accessible to the tourist a number of Big Tree groves, the first, Sequoia National Park, east of Visalia, and in and near Yosemite National Park a number of others. Yosemite Valley one should not fail to visit. It is not merely a vast gorge. Rather, it impresses one as might some titantic cathedral, from half a mile to a mile in width, and six miles long, with a remarkably level floor, flanked on each side by a vast system of peaks, and

vertical walls, with side canyons here and there. Yosemite Falls, one of the world's sublimest cataracts, is a triple cascade, the first drop 1,600 feet, the next 600, and the third, 400. El Portal, the entrance to the Park, is reached from Merced, distant seventy-eight miles.

The Coast Line follows very closely beside the sea, striking the surf at Ventura, and for 150 miles never far from it—sometimes on the cliffs above the waves, and again running almost on the beach itself. The Old Missions of California are of historic interest, and many of them are immediately on this route.

Santa Barbara will tempt you to rest in her glorious atmosphere and surroundings. Her great resort hotels are the acme of luxurious comfort, and here is located the old Santa Barbara Mission, still in a fine state of preservation, and still the home of the Franciscans.



Drive and grounds of a Santa Barbara home. With a mean July temperature of 66° Santa Barbara is both a summer and a winter resort.



Avalon Bay, Catalina Island, reached by steamer from San Pedro, the port of Los Angeles. The Sea Gardens are here viewed from glass-bottomed boats.

San Luis Obispo is at the foot of the Santa Lucia range, and a wonderful horseshoe incline achieves the summit, descending on the other side into picturesque Paso Robles Hot Springs, in the upper Salinas Valley. A luxurious hotel, with a natatorium, is located here.

Monterey, with Del Monte, of world-wide fame, is reached from Del Monte Junction in an hour's ride. The hotel stands in a garden that has always been the wonder of the landscape artist. It has splendid golf links, polo grounds and tennis courts, while its great 40-mile auto drive over the peninsula and along ocean beach is alone worth the journey.

Follows, then, the Pajaro and Santa Clara valleys, the fruit garden of the world, and San Jose, the garden city. Mount Hamilton towers over the city, with Lick Observatory gleaming white and clear against the blue sky. At Watsonville Junction the traveler

may make the detour via Santa Cruz, with its attractive hotel—the Casa del Rey—and have a look at the Big Trees on his way to San Francisco. At Palo Alto is Leland Stanford Junior University, and then through a continuous procession of beautiful suburban towns, skirting the shores of the bay, to San Francisco.

SAN FRANCISCO TO PORTLAND

THE SHASTA ROUTE

The northward route follows the windings of the Sacramento River, through a wild canyon that begins north of Tehama. This is a never-to-be-forgotten journey. At either Shasta Springs or Sisson, ten days' stop-over is allowed for the ascent of Mount Shasta and the exploration of the country, well worth the time. Beyond is the Klamath Country of Oregon and Crater Lake National Park. There is no other preserve like this—no other spot in the country more accessible, where virgin wilderness, haunted by big



Long Beach, the most fashionable of the ocean resorts near Los Angeles, gets its name from its nine-mile beach for surf-bathing all the year.



Mission San Gabriel Archangel, ten miles from Los Angeles, the fourth of the Franciscan establishments in California, was founded in 1771.

game of many kinds, has been set apart for the people and always will be so maintained.

SAN FRANCISCO TO PORTLAND BY BOAT

COLUMBIA RIVER SCENIC ROUTE

Whether one choose the Shasta Route, by land, or the combined ocean and river voyage by the vessels of the San Francisco & Portland Steamship Company (Union Pacific System), one is bound to feel regret at being unable to take both trips. The steamship company operates a fleet of three large, modern steel steamers, with every appointment for comfort, and wireless telegraph and submarine signal equipment for safety. They are appropriately named the "Bear," for California; the "Beaver," in honor of Oregon, and the "Rose City," for the city of Portland. Sailing out from the Golden Gate, past Mount Tamalpais, and the Farallones, and Drake's

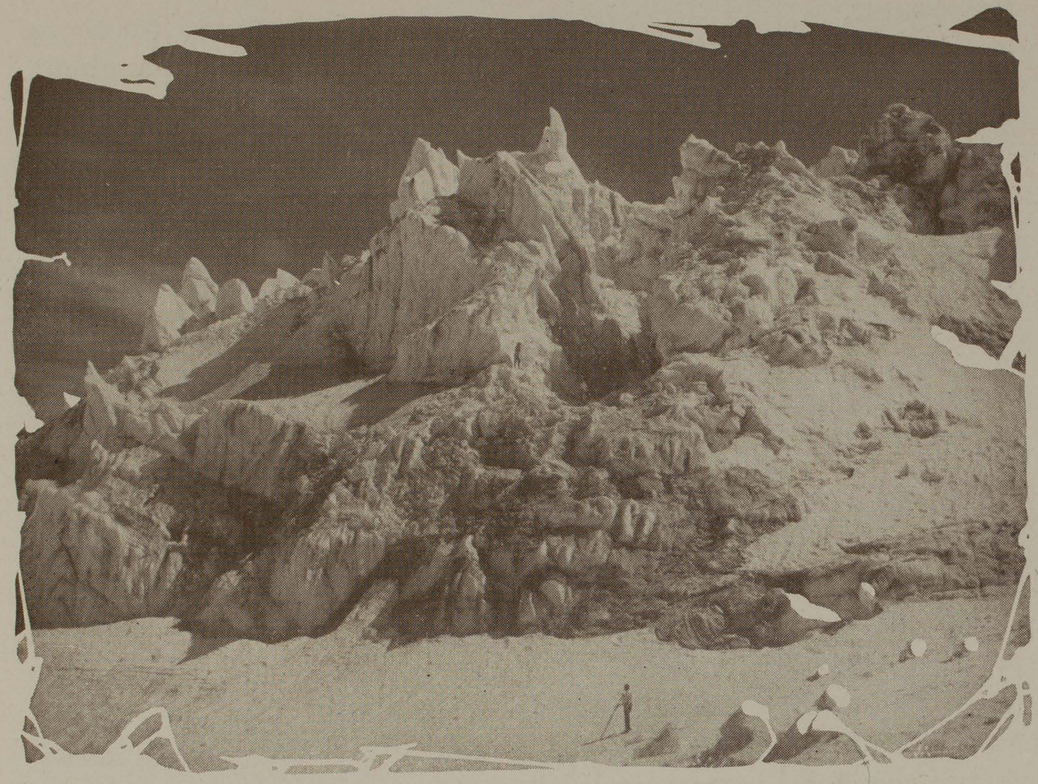
Bay (where, in 1579, was held the first Christian service on the shores of the Pacific), the Coast Range unfolds an ever-changing panorama. The first stop is at Astoria, at the mouth of the Columbia River, and there is not a more charming water trip on the continent than the 100-mile voyage up the Columbia between this point and Portland. On a clear day, at the junction of the Willamette and Columbia, five snow-capped mountain peaks are clearly visible—St. Helens, Jefferson, Adams, Rainier-Tacoma and Hood. This company operates its fleet also as far south as Los Angeles (San Pedro).

PUGET SOUND AND COLUMBIA RIVER

A happy combination of Puget Sound and Columbia River suggests the ocean trip from San Francisco to Seattle on the steamers of the Pacific Coast Steamship Co., thence Union Pacific System rails to Portland, and eastward through the Columbia River gorge described a little later on in this booklet. The fare is the same and the slight additional time required would find ample compensation in the rare attractions of Puget Sound, accentuated by comfortable sojourns in those sturdy northwest cities, Seattle, Tacoma, Portland, and Spokane. For be it remembered that a visit to that part of the world without personal acquaintance with those splendid examples of western metropolitan life would be sorrowfully incomplete.

PORTLAND AND COLUMBIA RIVER

Portland, known the world over as the "Rose City," with a population of 260,000 and a tributary area in excess of 250,000 square miles, a large portion of which has navigable-water communication, is the rail and water transportation center of the Pacific Northwest. It is the largest lumber producing city in the world and ranks first in wheat exports for the United States. Its shipping facilities are undergoing a vast system of improvements which bid fair to make its fresh-water harbor immensely attractive. It is one of the world's healthiest cities, being generously supplied with crystal-pure water direct from the glacial slopes of Mt. Hood. Its natural surroundings, in the evergreen hills at the confluence of the mighty Columbia and queenly Willamette, overshadowed by five majestic snow-capped mountains, make it one of the world's beauty spots. There is no more picturesque region in all America than the valley



The ice pinnacles and glaciers of Mount Hood are visited each year by mountain-climbing clubs whose members find in the "American Alps" all that they seek in mountain-scaling problems.

of the broad, strong-flowing Columbia, through great forests and rugged hills. (Booklet, "The Scenic Columbia River Route to the Great Pacific Northwest," sent on request.)

TACOMA AND MT. RAINIER-TACOMA

Tacoma, approaching 90,000 population, is a large trans-shipping point situated at the head of Puget Sound. The latent possibilities of its 45,000 acre water-front are being developed in keeping with the ambition of the city. Tacoma's stadium, with a seating capacity of more than 35,000, fronting on Commencement Bay, is one of the seven wonders of the United States. Mt. Rainier-Tacoma lifts its towering height 14,532 feet above the city, and refreshing breezes from its snowy crest help make the summer climate delightfully cool and genial.



Oneonta Gorge, Columbia River, Oregon—a spot of idyllic beauty on the Columbia River route to the Great Pacific Northwest.

SEATTLE AND ALASKA

Seattle, estimated at 275,000 population, is the terminus of many rail and steamship lines, and the seat of great industries. Its electric power is generated at Snoqualmie Falls, thirty-five miles

distant. The city is built upon seven hills rising gracefully from the blue waters of Puget Sound. The outlook from these hills is peculiarly magnificent; on one side the beckoning expanse of rolling water; on the other the parks and lakes and forest of sky scrapers for which Seattle is famous; and beyond, the Olympics and Mt. Rainier. Truly, here is a great city, welcoming the newcomer with notable "Seattle Spirit" and reaching out through the open door to the Orient and that great Alaska of boundless wealth and indisputable charm for tourist or adventurer.

ALASKA TOURS

One cannot long breathe the atmosphere of Seattle without sensing the spirit of Alaska. Not that there is any similarity between them, but Seattle is the natural national gateway to that remote habitat of Uncle Sam, and its peculiar and unmistakable genius pervades her highways and byways to a remarkable degree. Let every one who plans a trip to the Great West, and can possibly spare the time, plan also to penetrate the vast and thrilling fastness of that supposedly barren and frozen realm—the land of the Klondike—not by any means barren or frozen, but proving to be a source of wealth that fairly startles the world, and that has poured into the lap of this nation within the last five or six years more than a quarter of a billion dollars in pure gold alone.

If you cannot spare the time to go into the interior, then at least plan the brief voyage along the southeastern coast, which fits so admirably into a western tour and gives it the scenic and educational finish that a trip up the Nile does to the European tour. Splendid excursion steamers leave Seattle almost daily during the summer season, thronged with happy crowds anxious not to miss a glimpse of the thousand miles of the inside passage to Juneau, Sitka and Skagway, protected from possible storm without and surrounded by scenes of heroic grandeur.

This trip is worth two weeks at least.

SIDE STEPPING A MOMENT OR TWO

Bear in mind also that the great Northwest has many famous attractions which do not fringe the main beaten highways. They are well worth seeing, but will be missed entirely unless a few side-trips are made. For instance, the quaint city of Victoria, seat of the



Union Pacific trains to the Northwest follow, for 200 miles, majestic Columbia River, which has a volume of water, proportioned to length, greater than that carried by any other American stream.

Colonial Parliament of the British Northwest, is a five-hour steamer trip from Seattle that will match anything of its kind anywhere for unbroken interest not only during the trip, but after landing in that city. Vancouver, the sturdy metropolis of the British Northwest on the main land, may also be included on the same trip adding an equal number of hours to the time of passage. It is a city of 100,000 population and a rival of all the Northwest cities that must be reckoned with in the amazing strides of metropolitan progress. Return to Seattle by rail makes an agreeable circle trip of two days' duration with plenty of time to see both cities.

GRAYS HARBOR

Another interesting section of the Northwest not on the main highways is the Grays Harbor country, reached either from Seattle, Tacoma or Portland with equal ease and requiring only a few hours of extra travel. The cities of note in that locality are Aberdeen



Shoshone Falls of the Snake River, Idaho, are in every way larger than Niagara and quite as awe-inspiring. From cliff to cliff the gorge measures 950 feet, and the Sheer Falls is 210 feet.

and Hoquiam, both originally famous as lumber marts, but now breaking into an industrial life of a more varied character. It would tax any human capacity for calculation to measure the lumber

output of this region, and its vast mills are a wonderful sight.

NORTH BEACH

A trip from Portland on the comfortable river steamers of the Oregon-Washington Railroad & Navigation Co. to the mouth of the river and the popular summer rendezvous, North Beach, will prove an enjoyable experience. The river trip of itself is a rare pleasure. North Beach is not an Atlantic City or a Newport, but is probably as remarkable a stretch of ocean front as there is on the continent. It faces the mighty Pacific for twenty-six miles, and at low tide affords a boulevard the entire distance, some 400 or 500 feet wide, of compact sand almost as hard as cement and nearly level. As an automobile speedway it has no equal. Little summer hamlets are strewn along the shore in goodly number and make a few days or weeks sojourn a most memorable experience.

MOUNTAIN PEAKS

Mountain climbers the world over testify to the superior attractions of the mighty Northwest peaks. Rainier-Tacoma is accessible from Seattle or Tacoma; Hood, Adams and St. Helens from Portland, and other lesser peaks from nearby points. The summit of either one might in a certain sense be characterized as the summit of human achievement.

ALONG COLUMBIA RIVER

You leave Portland, and for 200 miles, you perceive why this is called the Columbia River Route, for all the way to Umatilla the broad, green-edged river is in view. Mountains, and waterfalls, and basalt monoliths, and gorges, and palisades, and islands, and natural bridges make up a landscape of infinite variety. Nearly half the distance is a mighty gorge where the great stream has carved its course through the rugged Cascade Range, leaving a panoramic trail of crags, peaks, precipices, cascades, falls and forest impossible to describe. Sometimes it is calm, smiling and inviting, sometimes melancholy and troubled, sometimes fierce and tempestuous, but always grand. By comparison it ranks with the world's most noted scenes, and has been the theme of song and story for generations. Clinging to the crags for many miles on the south side is a grand boulevard which world tourists describe as having no equal on either continent for scenic beauty and grandeur. It is ultimately to become



"Old Faithful," an industrious geyser in Yellowstone National Park, which hourly spouts to the height of 150 feet, has given its name to this matchless inn.

a part of the grand system of highways connecting the famous scenic features of the Pacific Coast.

SPOKANE

In 1880 Spokane was a huddle of rough cabins. Ten years later it was a good sized town. The swing of another decade brought it into the city class. The 1910 federal census showed a population of 104,402, an increase of 183.3 per cent in ten years. To-day the U. S. Census Bureau estimates Spokane's population 135,657. The Inland Empire of which Spokane is the center is a region of wonderful resources consisting of broad acres of fertile farms and orchards; great expanses of forests, numerous hills filled with precious metals; rushing rivers that make cheap power; and a climate that is delightful.

IDAHO, MONTANA AND THE MINES

Across the northeastern corner of Oregon and through southern-central Idaho, the route leads through a most picturesque region of mountains and valleys, abundantly watered, and well-mineralized. The side-trip to Boise, Idaho, will well repay whoever is interested in the wholesome growth of this section of the West, and the same branch line that leads from Pocatello, Idaho, to the entrance to Yellowstone National Park leads also to Butte, Silver Bow, and Anaconda, Montana, famous mining centers in the Bitter Root Mountains.

Beautiful Shoshone Falls, Idaho, are now easily accessible as a side-trip from the city of Twin Falls; the distance by electric line being about seven miles. These falls are the greatest in size of all the falls in America and their grandeur is scarcely less than Niagara.

YELLOWSTONE NATIONAL PARK—BY THE NEW AND DIRECT ROUTE

WHOEVER has followed in fact the ideal route this book has pursued in description will have viewed already the Union Pacific System's mammoth miniature of the Yellowstone National Park. He will be assured that this is a wonderland



"Old Faithful" Geyser never disappoints—it erupts regularly every sixty to seventy minutes day and night. It is popularly called the "Minute Man of the Yellowstone."



New Grand Canyon Hotel, situated near the brink of the great Yellowstone Canyon, is a hostelry of unrivalled excellence.

he must visit if he can. To those who may not have seen the replica, however, just a word of what they are to see and how to see it.

Imagine to yourself a rectangular reservation of 3,575 square miles, 55 miles from east to west, and 65 from north to south, at the northwestern corner of Wyoming. Picture such an area consecrated to Nature and man's enjoyment thereof; barred to shrieking locomotive, and popping motorcycle, and chugging automobile—a wild garden where never a gun is heard!

Through the forests, alongside and over rushing mountain streams, past lakes, and through canyons, an elliptical stage-route

about 145 miles in circuit, and, at hungry intervals, hotels and lunch-stations as good as can be found anywhere. Over this route the comfortable surreys, or quaint (though modern) coaches of the Yellowstone-Western Stage Co., will convey you. Saddle-horses may be had if desired.

DURATION OF THE SEASON

The season for making the tour of the Park opens June 15th and closes September 15th. Visitors who can spare more time than the coaching schedule permits may remain over at any point en route.

YELLOWSTONE FOR A VACATION

While the majority of visitors "do" the Yellowstone (or a portion of it) in six days, it is an ideal vacation spot for those who can tarry longer. The hotels are of ample capacity, and one could easily spend a summer in lodging at each in rotation, and sallying forth at leisure to explore the surrounding country. For fishermen the



The bridge in the Grand Canyon of the Yellowstone provides a point of vantage for viewing the rapids below.



A near view of the Great Falls of the Yellowstone, 308 feet high. In illustration on page 57 they are shown in their relation to the Canyon.

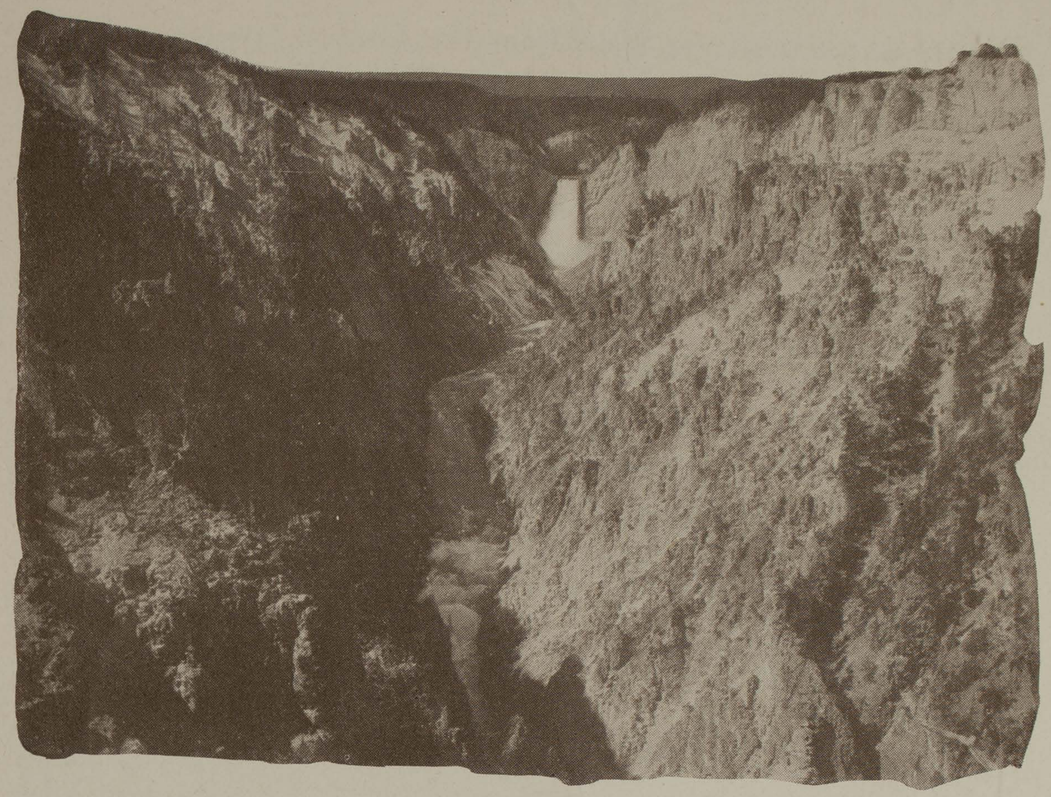
Park is a paradise. More than 2,000,000 game fish have been "planted" in the lakes and streams, including half a dozen varieties of trout.

LOWER AND UPPER GEYSER BASINS

The first leg of the Park trip from Yellowstone Station leads east and then south along the Firehole River to Fountain Hotel and the Lower Geyser Basin. Here is a fountain, a gusher without a cone, that spouts to a height of seventy-five feet for about twenty minutes every three to six hours. Here, too, are the Mammoth Paint Pots, boiling cauldrons of multi-colored clays. The next all-night stop is at Old Faithful Inn, where Old Faithful Geyser, center of the most numerous and wonderful group, plays approximately every hour to a height of 150 feet. At night a great searchlight illumines the pillar of steaming water.

YELLOWSTONE LAKE GRAND CANYON AND FALLS OF THE YELLOWSTONE

On the eastward ride to Yellowstone Lake, the route leads across the Continental Divide, within view of Kepler Cascades, and the Teton Peaks. Here the elevation is about 8,000 feet. Yellowstone Lake has salmon trout a-plenty, and a fleet of motor-boats and rowboats for tourists and fishermen. From the verandas of the Colonial Hotel is a glorious view of the Absaroka Mountains,



Artist's brush for color, or camera for detail, or word-picture for description, none of these can convey more than the glimmer of an idea of the Grand Canyon of the Yellowstone. It must be seen! This Titanic chasm, stupendous as it is, as glacier and glacial torrent have left it chiselled is only one of the wonders of Yellowstone National Park.

lost to sight in the northern and southern distance. Following the windings of the Yellowstone River, on this northern stage of the route, we pass the Upper Falls, only 118 feet high, but sufficiently awe-inspiring. And as for the Grand Canyon and Great Falls of the Yellowstone,—creative masterpieces that artist cannot paint, or camera even crudely indicate—attempted word-pictures are artistic sacrilege. Almost on the brink of the canyon, where the thundering of the mighty cataract is lullaby and morning-song, and the gorgeous hued river-cleft an inspiration by day, is spent a night, never to be forgotten, in the luxurious New Grand Canyon Hotel.

NORRIS GEYSER BASIN MAMMOTH HOT SPRINGS

West from the Canyon, twelve miles, is Norris Geyser Basin, where are found the only exclusively steam geysers in the Park. Only two of the gushers here reach a height of 100 feet, but the little ones are most frequent in their interval. Twenty miles north is Fort Yellowstone, the seat of military administration for the Park, and here are Mammoth Hot Springs, bubbling and overflowing their terraced, opalescent bowls. Here is fishing for the gamiest of trout, mountain-climbing for the adept, horseback riding for those so minded, and social gaiety for all. During July, August, and September, weather permitting, passengers may make the additional trip from Canyon to Mammoth Hot Springs, via Dunraven Pass and Tower Falls for a slight additional charge.



A popular way of seeing Yellowstone National Park is the stage and hotel route, which provides comfortable coaches, with careful drivers, with stops at luxurious hotels of the Park, where special entertainment is provided for guests.

WILD BEASTS WITHOUT FEAR

Antelope grazing in an alfalfa field! Wild bears, sleek and lazy, sneaking up back of a hotel to tip over a garbage can, like any alley dog! Those are some of the happy anomalies of a Park where every living thing, except the fish, is protected. Deer, and mountain sheep, and elk, and beavers are innumerable. Of bison, there is a herd of 150 or more, and some moose are at large. Long protection has destroyed fear, and the bears, especially, are great pets of tourists.

COST OF TRIP HOTEL WAY

The regular hotel and stage trip, in connection with the Yellowstone-Western-Stage Co., with stops at lunch stations for meals at noon, and at the magnificent hotels en route for dinner, lodging, and breakfast, occupies five days. The cost of this side-trip, which, includes transportation from Salt Lake or Ogden (in connection with tickets from Cheyenne, Wyo. and East), to and through the Park, is $53.50, including thirteen meals and four lodgings; similar fare from Pocatello, $53.00. The five-day tour of the Park may be extended or may be abridged by those who desire it.

"THE WYLIE WAY"

Under contract with the United States Government, the Wylie Permanent Camping Company maintains a chain of nine permanent camps and lunch stations, located on the regular tourist highway, operated in conjunction with its own stage lines. Those who prefer camping may spend as long as they please during the season in one of these permanent camps of airy, sanitary tent-cottages, floored, dry, and provided with stoves for chilly weather. The Wylie rate for the five-day tour from Yellowstone Station, complete, with transportation, guide service, meals, and lodgings is $35, which added to cost of rail transportation Ogden or Salt Lake to Yellowstone Station and return, of $12.25, makes entire cost of side-trip $47.25; from Pocatello $46.75. Children under ten, half-rate. Tickets may be extended at the rate of $3.00 a day.

SHAW & POWELL CAMPING CO.

This company operates a system of permanent camps and a private stage line, all under Government control. From Yellowstone Station, the five-day trip, including transportation, meals and lodging is $35.00.



Upper Geyser Basin embraces an area of about four square miles and contains twenty-six geysers and upwards of 400 hot springs.

HOW TO ADDRESS MAIL AND TELEGRAMS. LADIES UNESCORTED

Evenings are always cool, and wraps are not uncomfortable while riding in the coaches, which are provided with heavy woolen lap robes. Steam or fireplace here is required practically throughout the summer to keep the hotel lobbies comfortable. Mail should be addressed "Yellowstone, Mont." Telegrams should be addressed "Yellowstone Park, Wyo." Telegrams will be forwarded; but not so with mail, unless one is stopping extra days in the Park. The question frequently is asked, "Do ladies ever travel in Yellowstone National Park without an escort?" The answer is, Yes. Fully 60 per cent of Park travelers are women, and special attention is everywhere paid to their comfort and safety.

THE COST OF TRANSPORTATION

Owing to the limited space available, it is impossible to show fares from all points. The following are representative of reduced price round-trip exposition fares in effect March 1 to November 30, 1915 inclusive; final return limit three months from date of sale but in no case to exceed December 31, 1915.

To San Francisco, Oakland, Los Angeles and San Diego.

Alabama		**Maryland**		**Ohio**	
Birmingham	$63.50	Baltimore	$92.95	Cleveland	$76.20* 74.50‡
Mobile	63.50	Cumberland	87.05* 86.31‡	Toledo	71.90* 70.30‡
Montgomery	63.50	**Michigan**		Columbus	74.18
Arkansas		Detroit	73.50	Cincinnati	70.25
Little Rock	57.50	Grand Rapids	69.60	**Pennsylvania**	
Colorado		Cheboygan	78.65	Philadelphia	95.20* 92.95‡
Denver	45.00	Marquette	78.86	Pittsburgh	81.25* 79.30‡
Florida		**Minnesota**		Harrisburg	91.05
Jacksonville	80.50	St. Paul Minneapolis	63.85	**South Carolina**	
Tampa	89.00	Duluth	69.90	Charleston	85.15
Georgia		Winona	63.82	Columbia	82.45
Atlanta	71.90	**Missouri**		**Tennessee**	
Savannah	80.50	Kansas City	50.00	Memphis	57.50
Illinois		St. Louis	57.50	Nashville	63.50
Chicago	62.50	St. Joseph	50.00	Chattanooga	66.95
Peoria	59.25	Joplin	55.00	Knoxville	72.55
Springfield	59.25	Springfield	57.50	**Virginia**	
Murphysboro	57.50	**Nebraska**		Richmond	90.29
Rock Island	59.25	Omaha	50.00	Norfolk	91.95
Indiana		**New Jersey**		Roanoke	81.49
Indianapolis	67.10	Newark	98.50* 94.30‡	**West Virginia**	
Evansville	63.50	Jersey City	98.80* 94.30‡	Wheeling	79.00
Fort Wayne	68.50	Trenton	96.55* 94.30‡	Huntington	76.45
South Bend	66.50	**New York**		Charleston	78.45
Lafayette	65.20	New York	98.80* 94.30‡	**Wisconsin**	
Iowa		Buffalo	83.50* 81.10‡	Milwaukee	65.90
Des Moines	55.68	Rochester	85.54* 83.96‡	Superior	69.70
Sioux City	53.90	**North Carolina**		Madison	65.18
Davenport	59.25	Wilmington	90.29	Oshkosh	69.10
Ottumwa	57.84	Raleigh	87.95	La Crosse	63.82
Dubuque	62.50	Asheville	79.05	**Canada**	
Kentucky				Ottawa	96.70
Louisville	67.10			Montreal	98.70
Covington	70.25			Toronto	83.90
Lexington	70.25			Winnipeg	80.60
BowlingGreen	66.00				

*Standard Lines ‡Differential Lines

SLEEPING CAR ACCOMMODATIONS

Rates for sleeping car accommodations will be quoted by any representative whose name appears on page sixty-two of this booklet.

INQUIRIES

As to the various points of interest on "The Union Pacific System" may be addressed to any of the following agencies:

ABERDEEN, WASH. Cor. Heron and I Sts.
H. P. POTTER....Dist. Fgt. & Pass'r Agt.

ASTORIA, ORE. 551 Commercial St.
G. W. ROBERTS....Dist. Fgt. & Pass'r Agt.

BIRMINGHAM, ALA. 620 Woodward Bldg.
C. M. ROLLINGS...Traveling Pass'r Agent

BOISE, IDAHO
J. L. PRIEST.....Gen'l Agent

BUTTE, MONT. 2 North Main Street
E. A. SHEWE.....General Agent

BOSTON, MASS. 176 Washington Street
WILLARD MASSEY...New England Fgt. and Passenger Agent.

CHEYENNE, WYO. Depot.
L. A. BRODERICK.....Ticket Agent

CHICAGO, ILL. 230 South Clark Street
GEO. W. VAUX.....General Agent

CINCINNATI, OHIO. 411 Walnut Street, Union Trust Building.
W. H. CONNOR.....General Agent

CLEVELAND, OHIO. Room 17, Taylor Ar.
W. H. BENHAM.....General Agent

COUNCIL BLUFFS, IOWA. 520 W. Brdway
WM. B. RICHARDS.....General Agent

DENVER, COLO. 700, 17th St.
R. S. RUBLE.....Asst. Gen'l Pass'r Agent

DES MOINES, IOWA. 214 W. 5th St.
A. K. CURTS.....Dist. Pass'r Agent

DETROIT, MICH. 11 Fort Street, West
W. R. ALEXANDER.....General Agt.

FRESNO, CAL. 2034 Tulare Street.
P. B. NORTON.....Agent, Pass'r Dept

HONG KONG, CHINA. King's Building
G. H. CORSE, Jr...Gen. Pass'r Agt., S.F.O.R.

KANSAS CITY, MO. 901 Walnut St.
H. G. KAILL,...Gen'l Fgt. & Pass'r Agent
W. K. CUNDIFF....Asst. Gen'l Pass'r Agt.

LAWRENCE, KAN. 711 Massachusetts St.
E. E. ALEXANDER.....City Ticket Agent

LEAVENWORTH, KAN. 228 Delaware St.
JOS. D. HURLEY.....City Ticket Agent

LEWISTON, IDAHO. 527 Main Street.
L. M. FOSS.....Dist. Fgt. & Pass'r Agent

LINCOLN, NEB. 1044 O Street
E. B. SLOSSON.....General Agent

LOS ANGELES, CAL. 120 W. 6th Street
H. O. WILSON.....General Agent

MILWAUKEE, WIS. 914 Majestic Bldg.
G. J. BUCKINGHAM...Trav. Pass'r Agent

MINNEAPOLIS, MINN. 25 S. Third St.
H. F. CARTER.....District Pass'r Agent

NEW YORK CITY, N. Y. 236 Broadway
J. B. DeFRIEST.....Gen'l Eastern Agent

NORTH YAKIMA, WASH.
C. F. VAN DE WATER....D. F. and P. A.

OAKLAND, CAL. 1228 Broadway.
H. V. BLASDEL.....Agent, Pass'r Dept.

OGDEN, UTAH. 2514 Washington Ave.
W. H. CHEVERS.....General Agent

OLYMPIA, WASH. 519 Main Street.
J. C. PERCIVAL.....Pass'r Agent

OMAHA, NEB. 1324 Farnam Street.
L. BEINDORFF...City Pass'r & Tkt. Agent

PHILADELPHIA, PA. 841 Chestnut St.
S. C. MILBOURNE.....General Agent

PITTSBURGH, PA. 539 Smithfield St.
J. E. CORFIELD.....General Agent

PORTLAND, ORE. 3d and Washington Sts.
F. S. McFARLAND.....City Ticket Agent

PUEBLO, COLO. 515 North Main St.
L. M. TUDOR.....Commercial Agent

ST. JOSEPH, MO. 3d and Edmond Streets.
S. E. STOHR.....Gen'l Pass'r Agent St. J. & G. I. Ry.

ST. LOUIS, MO. 908 Olive Street
A. J. DUTCHER.....General Agent

SACRAMENTO, CAL. 804 K Street
JAMES WARRACK,..Dist. Fgt. & Pass'r Agt.

SALT LAKE CITY, UTAH. Hotel Utah Bldg.
L. J. KYES.....District Passenger Agent

SAN FRANCISCO, CAL. 42 Powell St.
S. F. BOOTH.....General Agent

SAN JOSE, CAL. 19 N. First Street
F. W. ANGIER.....Agent, Pass'r Dept.

SEATTLE, WASH. 716 Second Avenue.
H. L. HUDSON, Dist. Fgt. & Pass'r Agent

SPOKANE, WASH. 601 Sprague Avenue
C. W. MOUNT....Dist. Fgt. & Pass'r Agent

TACOMA, WASH. 1117 Pacific Ave.
W. CARRUTHERS,..Dist. Fgt. & Pass'r Agt.

TOPEKA, KANS. 525 Kansas Ave.
F. A. Lewis.....City Ticket Agent

TORONTO, CANADA. 53 Yonge Street
JOHN J. ROSE....Canadian Pass'r Agent

WALLA WALLA, WASH.
ROBT BURNS.....D. Fgt. & Pass'r Agt.

YOKOHAMA, JAPAN. 4 Water Street
G. H. CORSE, Jr.....G. P. A., S. F. O. R.

GERRIT FORT,
Passenger Traffic Manager
Union Pacific Railroad Co. **OMAHA, NEB.** Oregon Short Line Railroad Co.

W. S. BASINGER,
General Passenger Agent
Union Pacific Railroad Co.
OMAHA, NEB.

D. E. BURLEY,
General Passenger Agent
Oregon Short Line Railroad Co.
SALT LAKE CITY, UTAH

WM. McMURRAY
General Passenger Agent
Oregon-Wash. R. R. & Nav. Co.
PORTLAND, ORE.

Personally Conducted Tours Dept.
S. A. HUTCHISON, Mgr.
226 W. Jackson St., Chicago, Ill.

GENERAL EUROPEAN AGENTS, AMERICAN EXPRESS CO.
Antwerp, Berlin, Bremen, Christiania, Copenhagen, Genoa, Glasgow, Hamburg, Havre, Liverpool, London, Marseilles, Naples, Paris, Rome, Rotterdam, Southampton.

SUPPLEMENTARY INFORMATION

The return of this blank to any of the agencies of the Union Pacific System listed on page Sixty-two will be welcomed, as giving this Company an opportunity to furnish you with full particulars.

¶ I am planning the following trip:

From_____

To_____

Date_____

¶ Desire to visit following points:

¶ Specific information is desired, as follows:

Name_____ Date_____

Street and number_____

City and State_____

Please list on the reverse side of this blank, names and addresses of your friends that are interested in California or any other western trip and this company will gladly furnish descriptive booklets and useful information.

RAND McNALLY & CO., CHICAGO.

YELLOWSTONE NATIONAL PARK



MAIN ENTRANCE TO UNION PACIFIC SYSTEM'S EXHIBIT AT PANAMA-PACIFIC EXPOSITION

UNION PACIFIC SYSTEM